

Burbank Bob Hope Airport Noise Program



September 10, 2013

Tonight's Presentation

- History of noise at the airport
- Future noise impacts
- Review of past noise mitigation efforts
- Future noise mitigation
- Key questions to consider

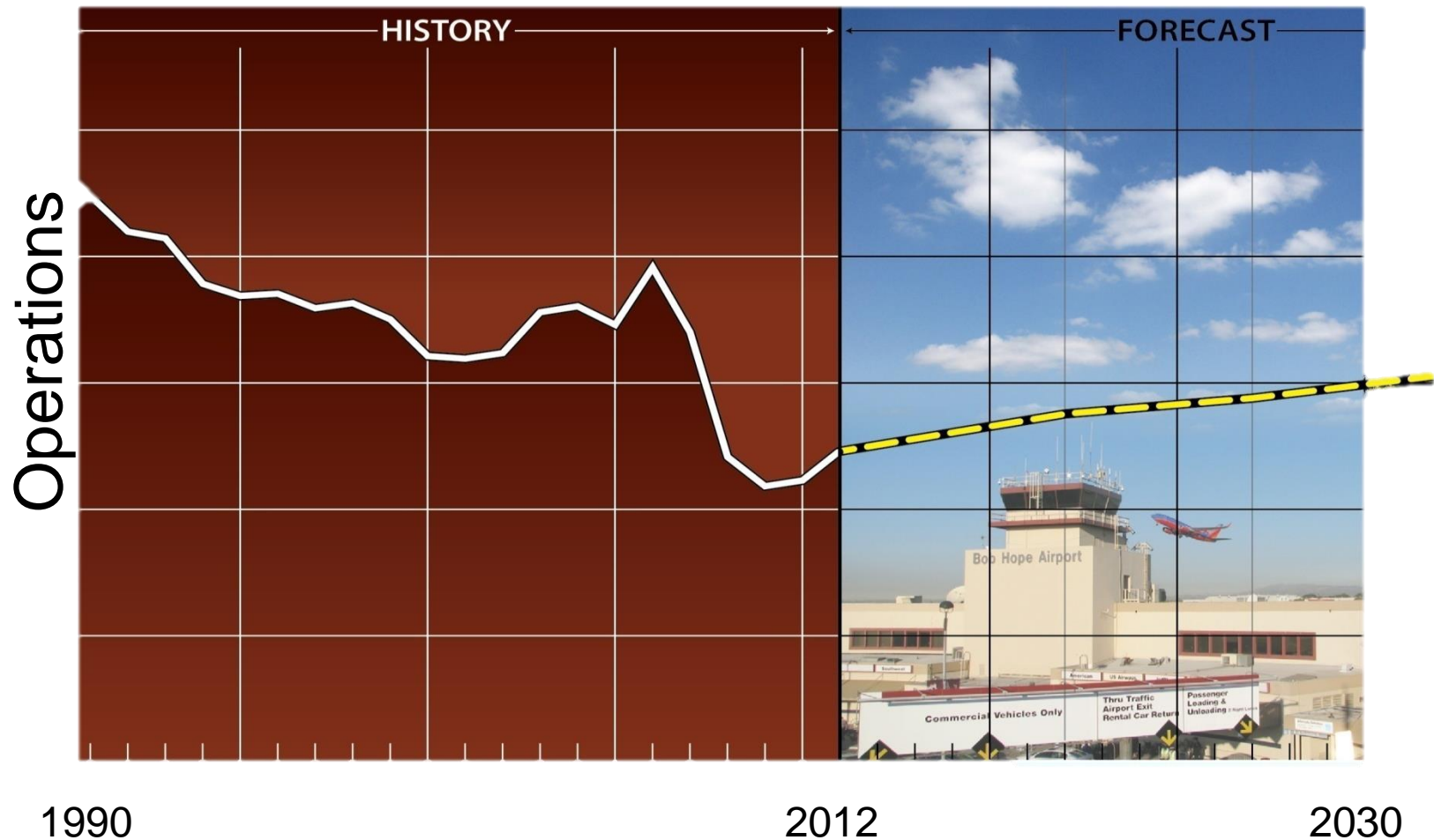
Principles of airport noise

- Perception of airport noise is a function of –
 - Number of aircraft operations (landings and takeoffs)
 - Location of flight tracks (aircraft routes in the sky)
 - Type of aircraft engine
 - Time of day

Basic Trends

- At Burbank Bob Hope Airport, since the 1970s:
 - The number of flights has **DECREASED**
 - The location of flight tracks is **UNCHANGED**
 - Aircraft engines have become **QUIETER**
 - Nighttime operations have **DECREASED**

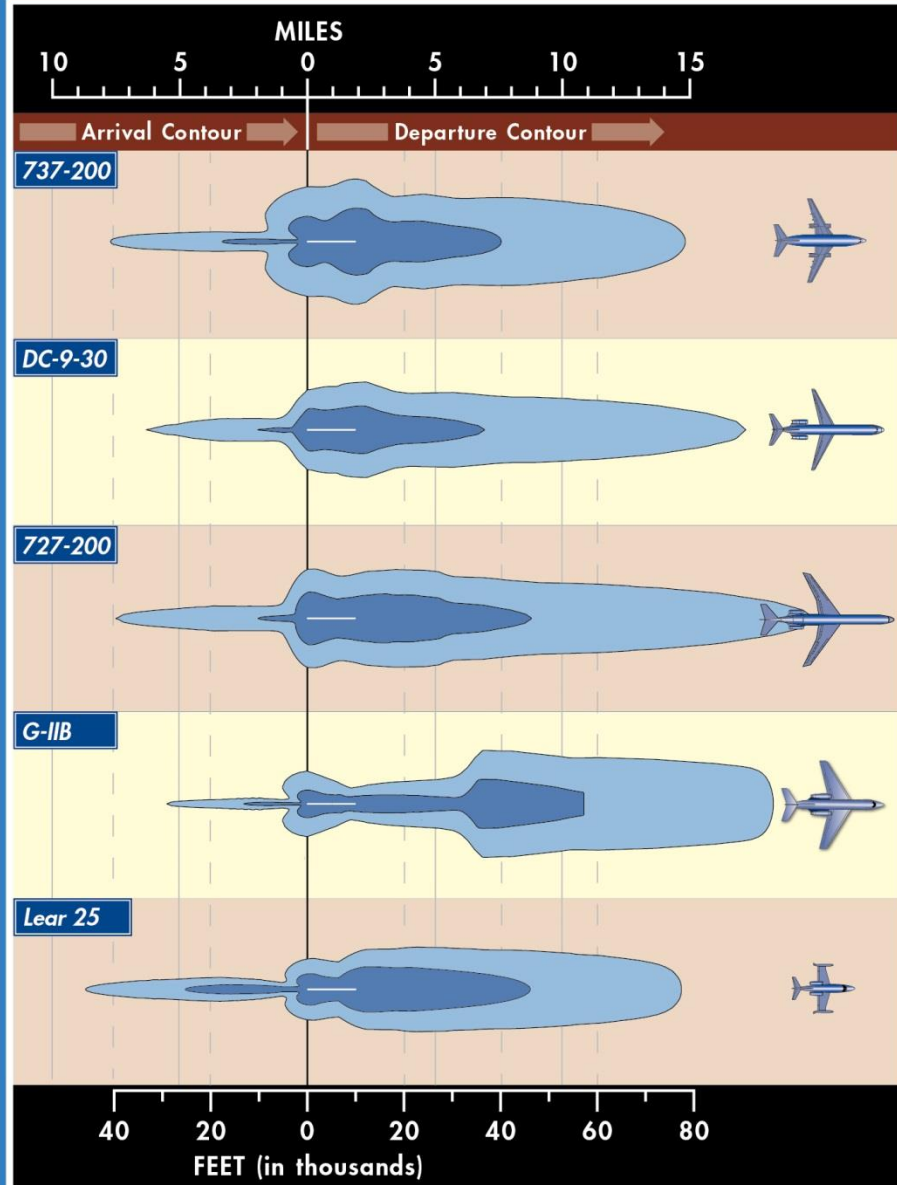
Latest airport forecast – all flights



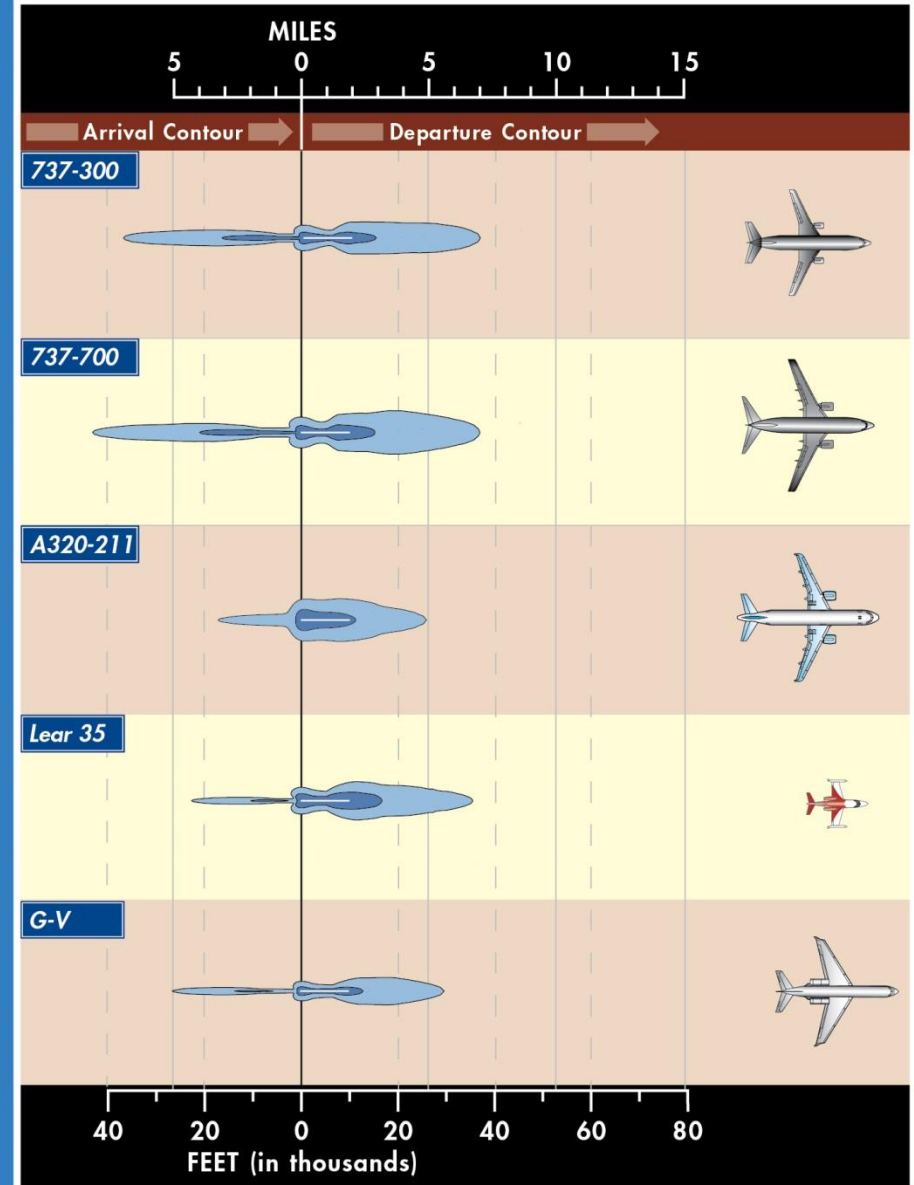
BOB HOPE AIRPORT

AIRCRAFT NOISE FOOTPRINTS

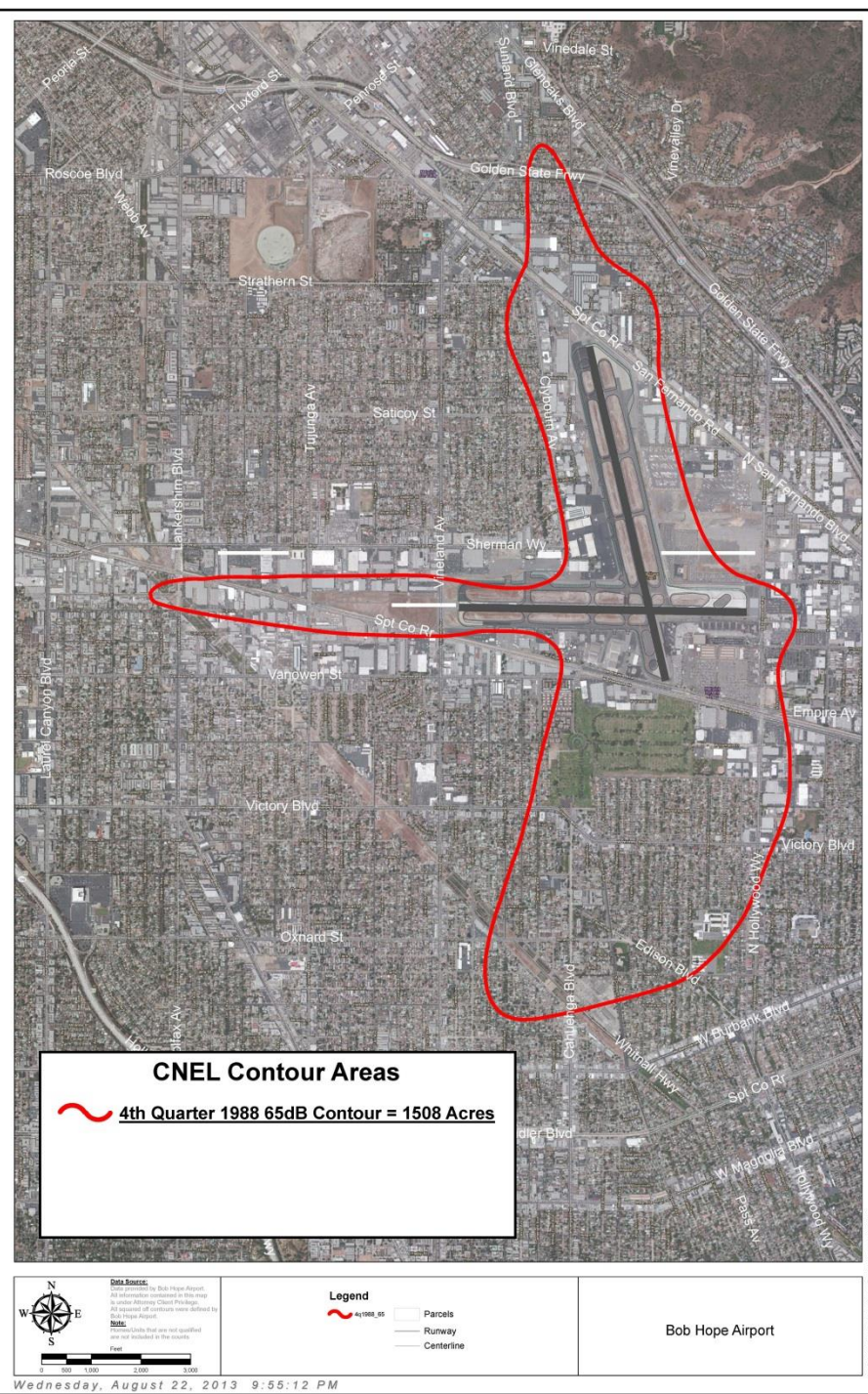
1978 - 1990



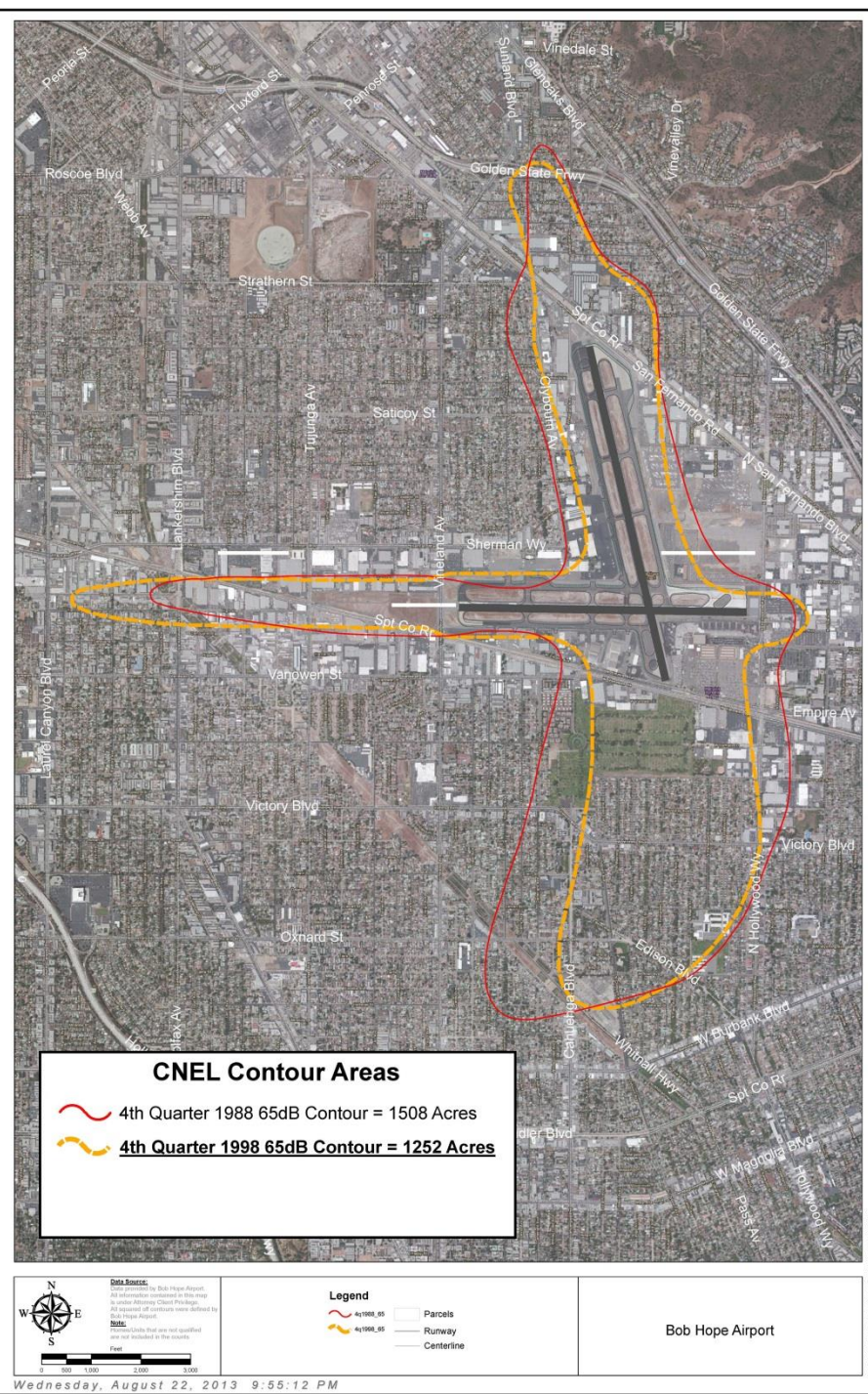
PRESENT



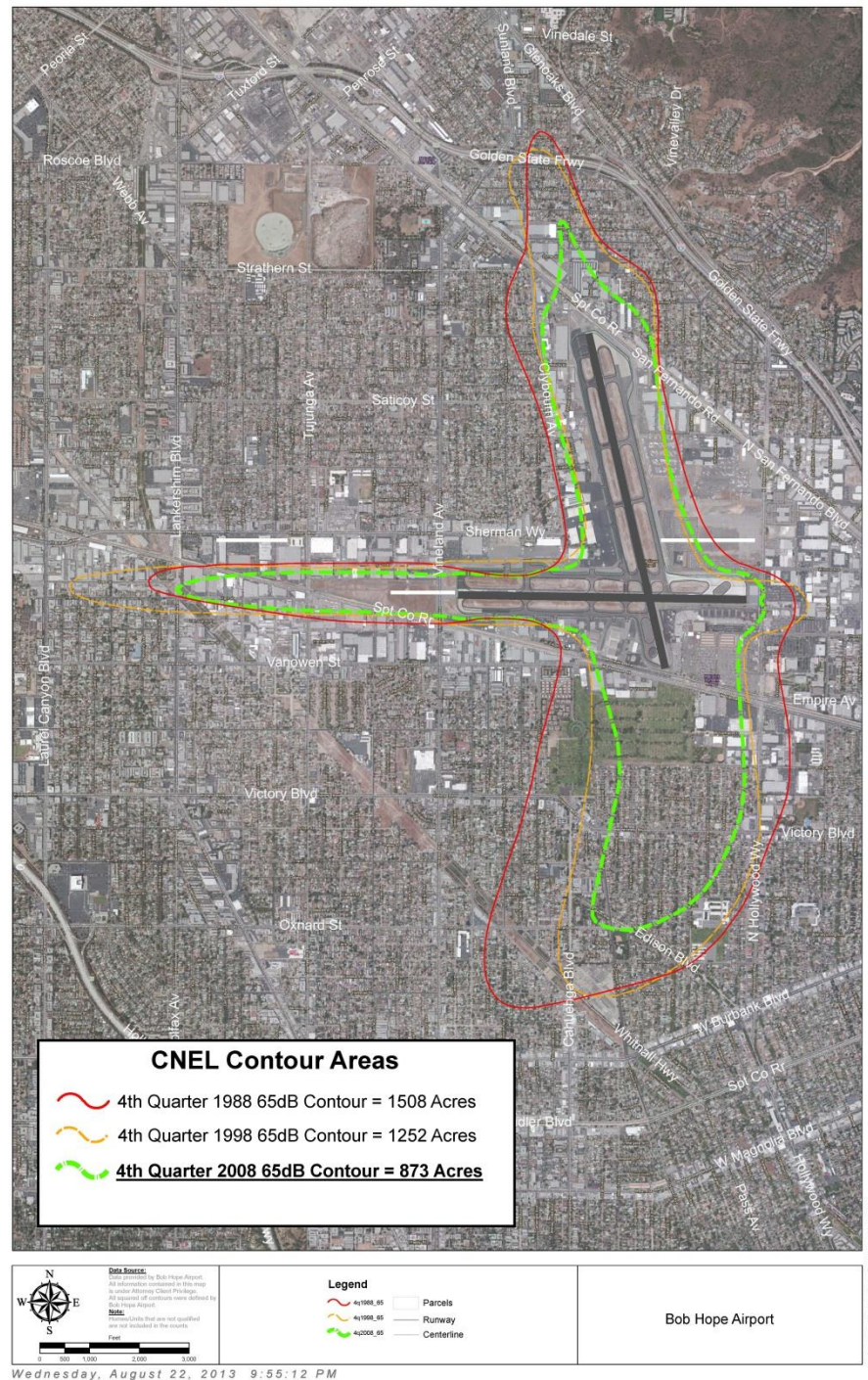
1988



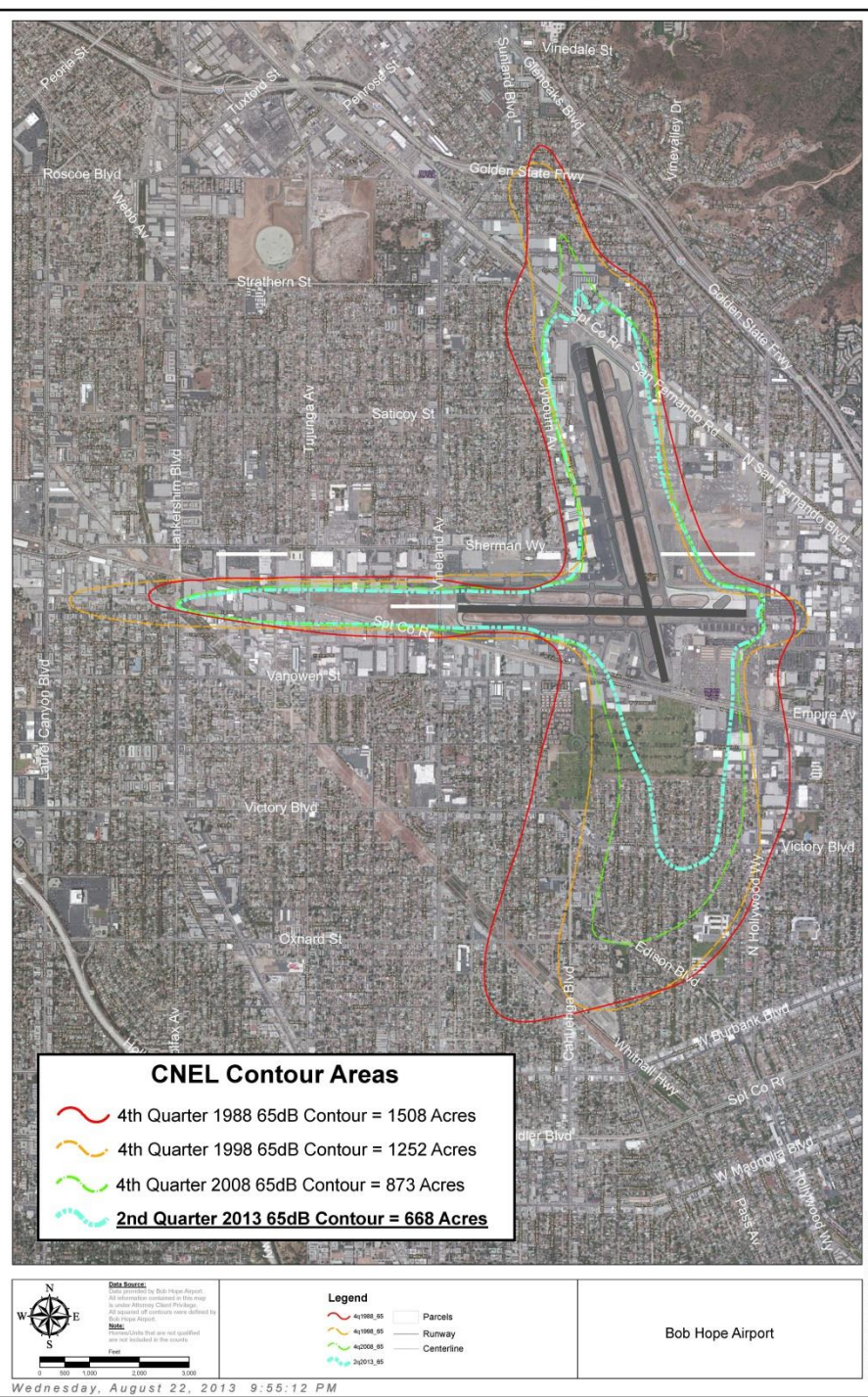
1998



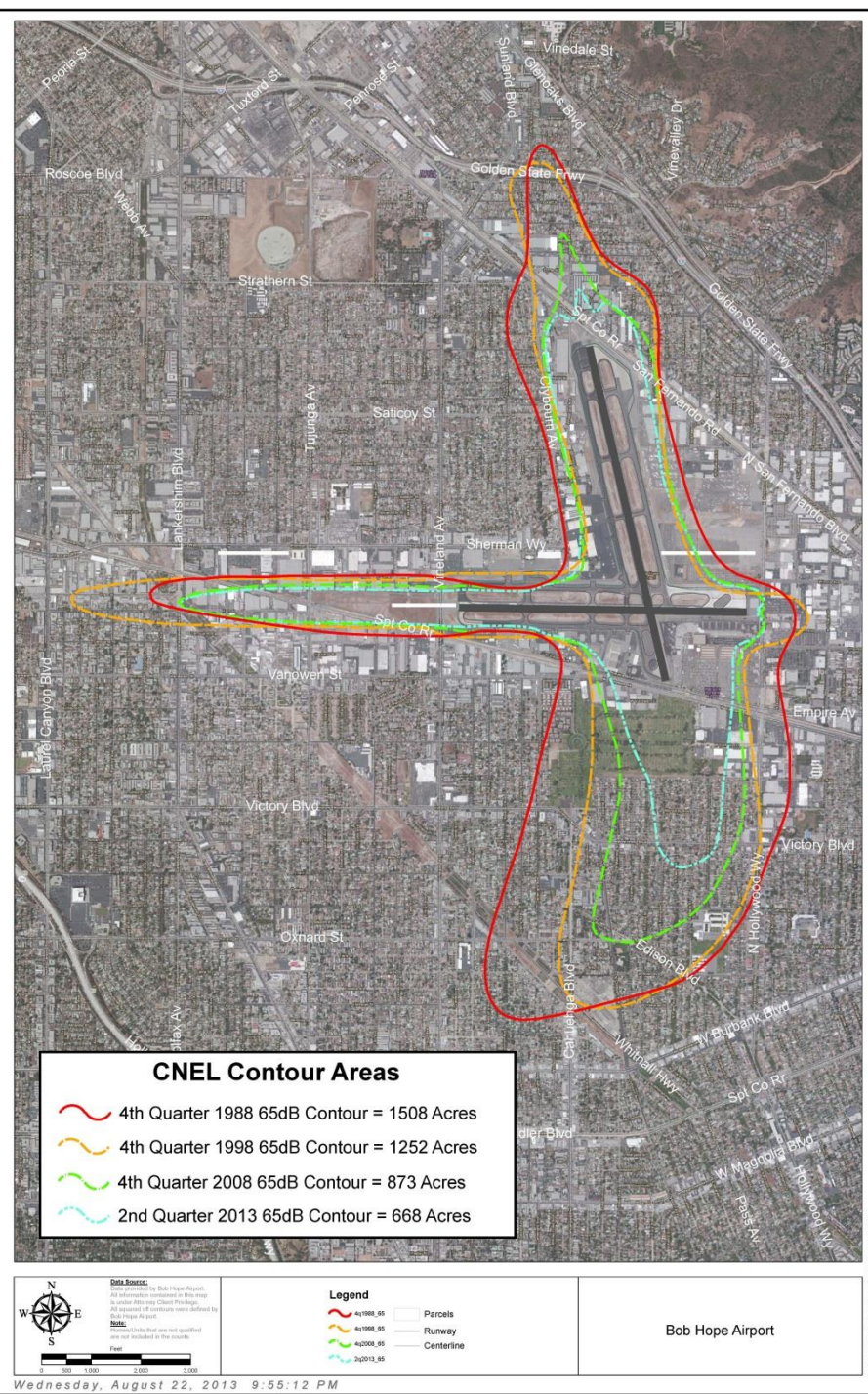
2008



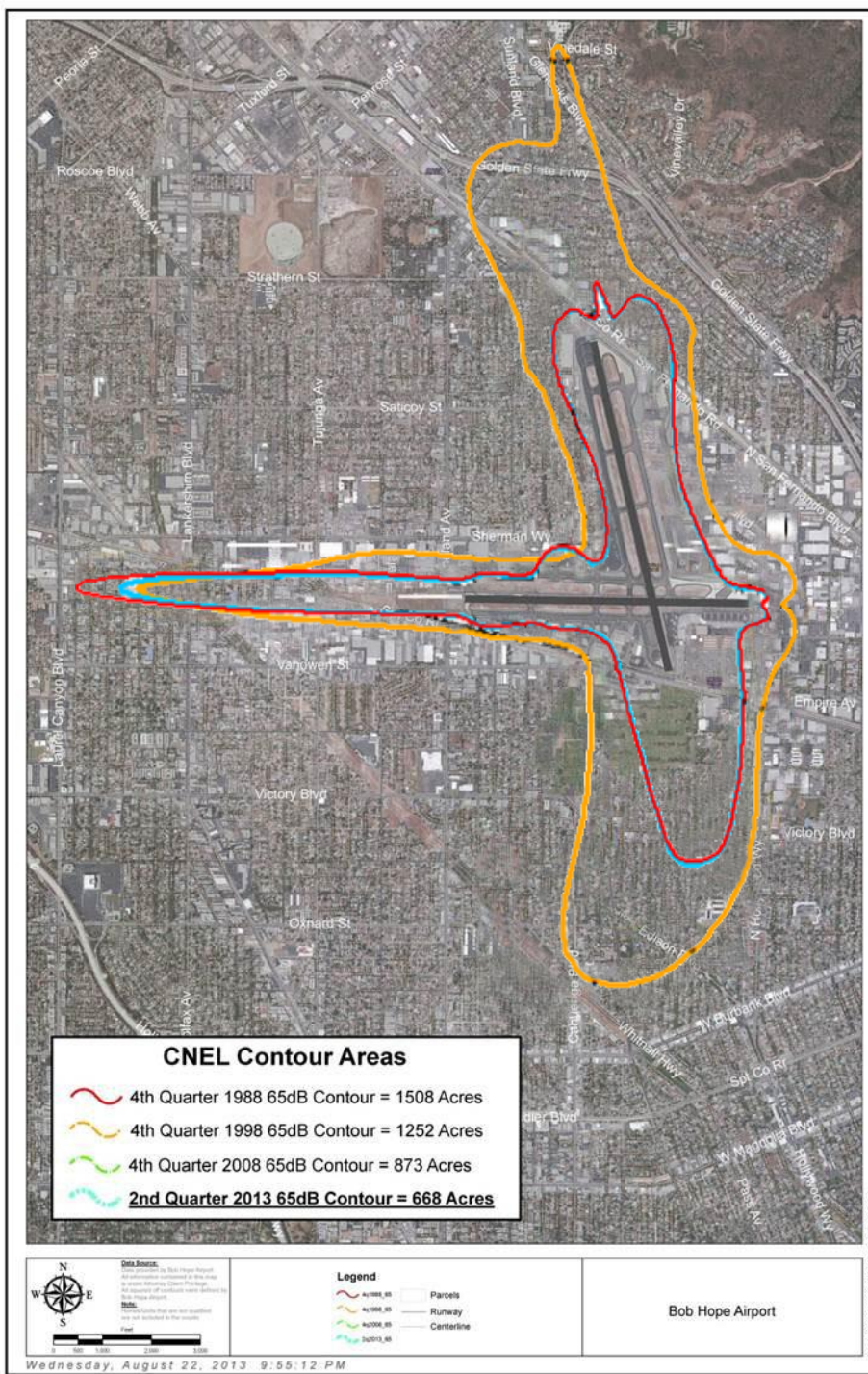
2013



1988-
2013



2017 Forecast



Noise trends

- The noise levels today are substantially lower than have ever been in the past
 - Noise is unlikely *ever* to reach the peak levels experienced in 1978
 - Total aircraft traffic is not projected to reach the peak level of 1989 for decades (if ever)

The timeline illustrates the progression of noise abatement measures from the 1960s-80s to 2013, categorized by City and Authority.

CITY

- 1960s-80s:** Curfew ordinance (1970)
- 1990s:** Litigation
- 2012:** Seek Legislation
- 2013:** Seek Legislation

AUTHORITY

- 1960s-80s:** Part 150 Study
- 1990s:** 150 Study
- 2000:** Part 161 Study
- 2005:** Cal Trans Noise Variance
- 2012:** Sound Insulation
- 2013:** Sound Insulation
- 2013:** Airport Noise Rules

1990s

2005

2013

Litigation

Seek Legislation

Seek Legislation

Sound Insulation

Cal Trans Noise Variance

Part 161 Study

Part 150 Study

150 Study

150 Study

Airport Noise Rules

History - 1

- The City has been working on noise mitigation since before the Airport Authority was created in 1970s
- The City tried to impose a curfew in 1970 when Lockheed still owned the airport
 - The U.S. Supreme Court struck down the City's ordinance in 1973

History - 2

- The Airport has had noise rules since 1978-80 which limit noisiest aircraft and force quiet-flying
- Voluntary curfew adopted for commercial airlines established in 1980s
- Airlines agreed in 1987 to use only quieter stage 3 equipment – 13 years before mandated by federal law

History - 3

- The Authority has been sound insulating homes and schools since the late 1980s (and has spent over \$105 million)
 - As of June 30, 2,350 residences and four (4) elementary schools have been insulated
 - 104 single family residences remain to be insulated{BURBANK OR LA?}

History - 4

- Authority must report to Cal Trans its noise mitigation efforts and get Cal Trans approval every 3+ years
 - Cal Trans has imposed detailed noise mitigation requirements - in 1998, 2002 and 2007
 - Next Cal Trans review has been temporarily postponed as City-Authority discuss long term solutions

History - 5

- Authority's aggressive FAA- and Cal Trans-approved noise mitigation efforts have also included:
 - Construction of Taxiway D to promote nighttime general aviation departures to the west
 - Phase out of operations by all Stage 2 (noisy) aircraft long before federal mandate of 2015
 - Sophisticated monitoring and reporting of noise events

History - 6

- The Authority applied for permission to impose a curfew under federal law (Part 161 study)
 - City and Authority actively pursued a Part 161 Study for 9+ years
 - FAA rejected that application in 2009
 - Left no doubt: *No means No!*

What's next for mitigation - 1

- The Authority has almost completed residential sound insulation within noise-affected areas within the limits allowed by federal law, but --
 - Authority is seeking funds to insulate remaining eligible single family homes [# in BURBANK, # in LA]
 - Authority is seeking federal authorization to insulate multifamily homes [BUR, LA]

What's next for mitigation - 2

- Authority is continuing other on-going efforts:
 - Continued enforcement of Airport Noise Rules
 - Encourage continued compliance with 30-year-old voluntary curfew for scheduled air carrier operations

What's next for mitigation - 3

- Legislation is the last tool available for a mandatory curfew
 - Congressman Schiff is seeking special federal legislation to allow a curfew, with support of City and Authority

Eastern departures and a replacement terminal

- Relocation of the terminal will *not* lead to change in so-called eastern departures
 - Eastern departures are restricted for technical reasons unrelated to the terminal location:
 - Prevailing winds
 - Verdugo mountains (obstructions)
 - En route traffic to other LA-area airports
 - Airlines' "one engine inoperable" procedures
 - Preference for longer runway (15/33)

Important recurring questions

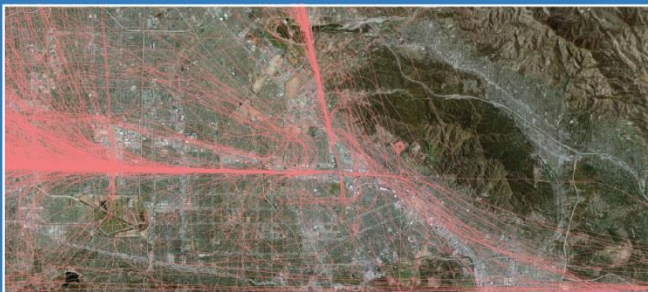
- Do the number of passengers affect noise? **NO**
- Does the location of the terminal affect noise? **NO**
- Does the size of the terminal contribute to noise? **NO**
- Does airport growth mean noise growth? **NO**
- Will a 14-gate replacement terminal change the noise status quo? **NO**

Forthcoming meetings

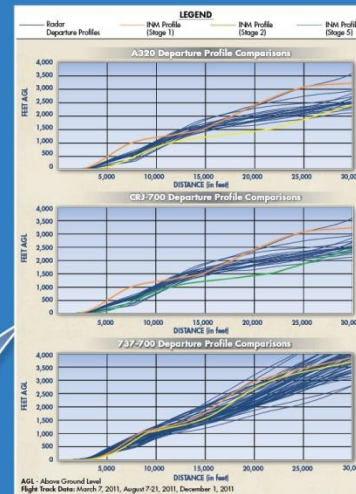
- September 16 -- Airport Commission study session on replacement terminal
- September 26 – Joint City-Authority workshop on Opportunity Site options
- October 1 – City Council Town Hall meeting on potential development scenarios

Q&A

Flight Tracks



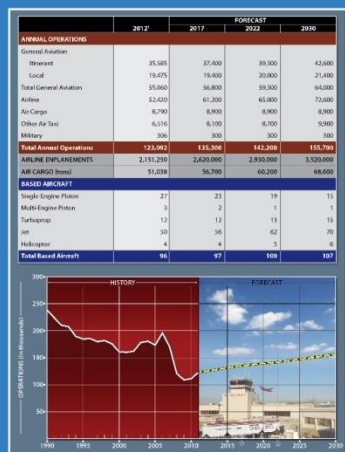
Profile Analysis



Terrain Data



Existing & Forecast Operations/Fleet Mix



INTEGRATED NOISE MODEL 7.0c